

THE OUTLOOK OF THE FISHERIES.

This is the season of the year when the Gloucester fishing fleet lays aside its winter rig, puts up its topmasts, bends its light sails and prepares to greet the summer season. With this change of weather from ice and cold to the promise of fair skies and warm atmosphere comes the change of voyages. The winter haddocking fleet loses many of its crack craft, which haul out and paint up, discard their dories for seine boats, take on seines and patent pursers, spread their light kites and sail away to the southward in search of the much waited schools of mackerel.

Many of the Newfoundland frozen herring fleet also slick up and fit for seining, while many take great loads of salt into their holds, provisions for four or five months, and with dories and butts on deck speed away on salt cod trips to the Peak, Grand Bank, and other far away spots.

The Georges fleet, most of which has been hauled up all winter, arouses from its lethargy and fits away for that shoal spot where the largest and finest cod do most abound.

The little boats, too, seem to catch the infection of the change, and putting ashore their trawl gear take on lots of nets, and in myriads swarm to the southward to ensnare the wily mackerel.

Some of the haddocking fleet still tend the market, particularly the smaller craft, while many of the large ones go "shacking" to La Have, Western Bank and the Peak, loading up with monster fares of cod and haddock and later on hake and cusk, which are brought here to be split and salted.

The fresh halibut fleet remains practically unchanged, but a little later on a few vessels will go to the almost unknown banks off the Labrador coast for fletched halibut fares. And thus it goes throughout the whole fleet. The dull, scraped hulls and dingy rigging of the winter season now give place to glistening sides and bright top hamper. It is the spring awakening and thus the Gloucester fishing fleet observes the near-by Easter time.

The fishing fleet of this port at present comprises a finer class of vessels than ever before in the history of the fisheries, representing not only a much greater amount of money invested, but more safety and comfort and speed than the crafts of days gone by.

Nothing is spared to fully equip them for the branch of the fisheries in which they are engaged. The days of poor outfitting has gone by, as owners as well as skippers and crew realize that to keep up with the present methods of catching and marketing fares, the best is none too good. It is business and paying business to have the best and they have it.

As to the outlook for the season it can be truly said to be most encouraging. The stock on hand of all grades and kinds of fish is low, which means that fares will come on a practically bare market. Our increased salt fish trade with Porto Rico and other new possessions and no increase

in the size of the fleet tends to good prices in this department. Shack is a good price at present and shows a tendency to hold up. Halibut, last summer, brought fine prices which the dealers say will be duplicated the coming season. Owing to last year's greatly increased catch of mackerel, the demand for these fish was greatly increased and promises to be greater this year than for many seasons past. A good catch therefore means good prices.

As far as price is concerned the outlook is indeed good. As to the catch, that of course is problematical. However, there are no indications that there will be any falling off from the goodly catches of last season. On the whole everything seems to argue good fortune for the fishing fleet this coming season.

A STEAM TRAWLER.

Yarmouth, N. S., to Have a New 100-Ton Craft.

The first step in a project which may inaugurate a boom in the fishing industry of Yarmouth, N. S., was taken on Thursday, when the keel was laid at Shelburne of a steam trawler ordered by a company composed of Irvine and Erastus Lovitt, Capt. Samuel Messenger, W. C. McKinnon and W. A. Killam. The Lovitts are two of Yarmouth's richest men and Killam is one of the largest shippers of fish in the province. Joseph McGill is building the hull. The machinery and boiler will be supplied by the Burrell Johnson Iron Company. She will be 100 tons, 103 feet long, 20 beam, 8 1-2 hold, will have quarters for officers and crew and ample hold space for ice and fish. She will carry ten dories, 24 men, and will be commanded by Capt. Powell, now of the steamer Westport.

She will fish the year round, taking up halibut, mackerel and haddock in successive seasons. She will catch mackerel by seining and drifting. Her grounds will be immediately off Yarmouth, and her ten knots will reduce the time to and from them to a few hours, and she will be able to fish practically all the time.

The new trawler, [the name of which has not yet been fixed upon, will be launched June 15, and will be ready for sea in August. Her tentative career will be watched with keen interest in this city to which her success will be of so much importance.

Good Fares.

There are several good fares here this morning.

Sch. Lucinda I. Lowell, Capt. Douglass McLean, from the Peak, has 125,000 pounds of fresh cod.

Sch. Procyon, Capt. Albert Green, from the Peak, has 115,000 pounds of fresh cod.

Sch. Cecil H. Low, Capt. William Sloan, from Georges, has a fine trip of 45,000 pounds of salt cod and 1500 pounds of halibut. Capt. Sloan seldom misses a good

Trial Trip.

The new gasoline auxiliary seineboat for Capt. Solomon A. Rowe was given a preliminary trial on Tuesday, running down from Beverly, taking on board a party and speeding about the harbor. The test was quite satisfactory, an eight knot speed being attained and the boat steering finely. Several skippers on board were much pleased with the working of the new craft. The regular trial trip will take place Thursday.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Lucinda I. Lowell, Peak, 125,000 lbs. fresh cod.

Sch. Procyon, Peak, 115,000 lbs. fresh cod.

Sch. Priscilla, Georges, 25,000 lbs. fresh cod, 25,000 lbs. haddock.

Sch. Cecil H. Low, Georges, 45,000 lbs. cod, 1500 lbs. halibut.

Sch. Hattie A. Heckman, via Boston.

Sch. George E. Lane, Jr., Georges, 25,000 lbs. cod.

Sch. Mattie Winship, Georges.

Vessels Sailed.

Sch. Corsair, seining.

Sch. Sarah E. Lee, seining.

Sch. Priscilla Smith, seining.

Sch. Marguerite Haskins, seining.

Sch. S. F. Maker, seining.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$3 3-4 per cwt., medium do., \$2 1-2; large trawl Georges, \$3 1-2, medium do., \$2 3-8; handline cod from deck caught east of Cape Sable, \$3 1-2; medium do., \$2 3-8; large trawl bank cod, \$2 7-8; medium do., \$2 2-5; large dory handline cod, \$2 7-8, medium do., \$2 3-8.

Splitting prices, large cod, \$1 90; medium do., \$1 25; snapper do., 40 cts.; cusk, \$1 25; snapper do., 40 cts.; haddock, 75 cts.; hake, 80 cts.; pollock, 60 cts.

Bank halibut, 11 cts. per lb. for white 8 1-2 cents for gray.

Frozen herring, 4 cts. per lb.

Large Peak and Bank Quercy cod, \$1 80 per cwt.; medium, \$1 15.

Outside sales Georges cod, \$3 37 1-2 per cwt. for large and \$2 50 for medium.

Boston.

Sch. Henrietta G. Martin, 4500 cod.

Sch. A. C. Newhall, 4900 haddock, 1500 cod.

Sch. Ralph Russell, 25,000 haddock, 11,000 cod.

Sch. Albert Geiger, 10,000 haddock, 3000 cod.

Sch. Joseph Warren, 4500 haddock, 5000 cod.

Sch. John M. Keene, 15,000 haddock, 5000 cod.

Sch. Effie M. Morrissey, 26,000 haddock, 39,000 cod.

Sch. Rose Standish, 9500 cod.

Sch. Tecumseh, 2000 haddock, 2800 cod.

Sch. Elsie F. Rowe, 4000 haddock, 2000 cod.

Haddock, \$1 25 to \$3 60; large cod, \$2 to \$3 1-2; market cod, \$2 1-2 to \$3.

Fishing Fleet Movements.

Sch. Libbie Shearn of Galveston, Texas, is here to fit for seining.

Capt. Aeneas McPhee will fit sch. Alice M. Parsons for seining.

Sch. Triton is fitting for Georges handline.

Fletched Halibut Fleet.

The fletched halibut fleet will consist this year of seven or eight vessels and will begin to fit away the last of this month. The vessels which will go are schs. Edward S. Eveleth, Carrie W. Babson, Mist and Annie Wesley. The new schooner for Gardner & Parsons may also go, as may sch. Harry G. French. The new sch. Iceland of Boston will be one of the fleet.

Good Stock.

Sch. Effie M. Morrissey, Capt. Joshua W. Stanley, stocked \$1450 as the result of her recent haddocking trip. As usual, Capt. Stanley has made a big season's work the past season.

Sch. Helen G. Wells, Capt. John Glynn, stocked \$1070 as the result of her recent haddocking trip.